SUPERVISION OF RAILWAYS.

ANNUAL REPORT OF THE STATE BOARD. WHAT THE COMMISSIONERS HAVE DONE TOWARD

SOLVING IMPORTANT QUESTIONS-RECOMMEN-DATIONS. ALBANY, Jan. 14.-The first annual report of

the Board of Railroad Commissioners was presented to the Legislature to-day. It will make, with the appendix a volume of over 500 pages. The Board as organized last year consists of the following members: John D. Kern. of Oncida, for the term of five years, chairman; William E. Rogers, of Putnam, for the term of four years; and John O'Donnell, nominated as provided by law by the Chamber of Commerce, of the State of New-York, the New-York Board of Trade and Transporta-tion and the National Auti-Monopoly League, for a term of three years. The Commissioners

ay: "While it is the first report presented by the Board called into existence under the provisions of the law [Chapter 353, Laws of 1882] it is not the first report submitted to the Legislature by a Board of Railroad Commissioners of this State. In 1855 a similar, but very differently constituted body, was in existence, and submitted its first annual report. That Board was composed of the State Engineer and Surveyor, elected by the people; a member appointed by and representing the interests of the railroad corporations of the State, and a third, appointed by the Governor and confirmed by the Senate. After two years of service the Board was discontinued by the repeal of the law which had created it, and this was done upon the recommendation of two of its members, the then State Engineer and Surveyor, and the representative, distincively, of the railroad interests." When the Board of 1855 was in ex-istence there were 2,321 miles of railroad the State; when the present Board as organized there were 7.037 miles of railroad, · How great the development of the railroad system of the country has been in that time," says the report, "is realized in a comparison of the figures, 19,938 and 113,-329, the former representing the mileage in the country in 1855 and the latter that in 1883. In that early period 'consolidation,' 'through' and 'local' rates, 'special rates' and 'unjust discriminations' were not subject to discussion and agitation."

THE GROWTH OF GRIEVANCES. During the years which have elapsed since the Legisla-ture repealed the Commission act of 1855, the report continues, "There has been most energetic extension of the railroad system, and there have also been momentous schemes of combination and consolidation earried forward to a successful conclusion, with all their beneficent or detrimental results, as they are variously judged by the people at large. However differently this extension and consolidation may be regarded, it is not disputed that the railways have entered most intinately into the complex relations of our civilization, changing our methods of business no less than altering our modes of life; they have developed many industries to the occasional injury of others, and have carried civilization and population across the continent and promoted a material prosperity undreamed of in the early part of the century. Railroads have revolutionized the age, and in their indiance upon the commerve and industries of the State have become a power, passive and active, not dreamed of in their inception, and the possibility of which in the future, is a problem of great importance. In the direct rivalries, in the strong competitions and the gigantic contest of capital that accompanied this enormous extension and rapid development, it loo often occurred that the rights of the individual citizen and of communities were overlooked, and even outraged. The corporations had derived their powers and privileces from the people, yet too often the rights of the grantors were forgotten. In this great struggle for the end and object almed at, consciously or unconsciously, nevertheless with a bianted and indifferent sense of equity and justice, andoubtedly wrongs were done and grievances widely spread. To these were added allegations of wrong and tills, as a consequence of the mismanagement, arrogance and corruption of the corporations, which were, possibly, characable more to the inevisable revolutions that manazed them. Out of this sense of injury and justice, andoubtedly wrongs were done and grievances widely appreciate of the earlier of the restraints which the Legislature had so continues, "There has been most energetic extension of the railroad system, and there have also been momentous schemes of combination and consolidation carried forward

The Commissioners make a number of quotations from the law of 1882 to show the nature of their work and also explain that "every step was in the nature of an experiment necessarily accompanied by a close examination of the premises," "Shortly after the Board was called into

the level 1882 to show the nature of their work and also recipilated accompanies by a close of canulation for extensive, "the report says, "who had a large amount of allowing the property of the property of

would be entirely satisfied to pay the first rate, if each knew that it was the best and only rate given."

After referring to the work done in connection with the Senate bill to secure pro rata charges for local freight, the report says: "The Board reserves the broad and general question of freight transportation and rates for further consideration and for a special report, to be submitted as soon as practicable."

RAILWAY AND WATER COMPETITION. On the subject of railway and water compelition the report says: "Whatever may be said for or against railroads competing with each other, there can be no question but that it is of vital interest to the people of the State to jealously guard our great water-ways. In this connection, the Board is impressed with the necessity of careful watchfulness on the part of the people, over their canal interests of the State, so that lines of transportation and boats that navigate the canal are not owned or controlled by any railroad corporation. In the course of the examinations of the Board it has discovered a practice on the part of a few railroads of the State, which, if allowed to become general, threatens to effectually destroy all competition by these water routes. These railroads, anxious to increase their regular business, have adopted a form of contract for yearly shippers, making a large reduction from tariff rateain the case of one road from 30 to 50 per cent—on the express condition, as developed by the evidence of the officers of the road, that the shippers would not ship any goods over the canal during the season of canal navigation, under the penalty of being charged by the road the full tariff rates, which were from 30 to 50 per cent more than the special rate under the contract. to jealously guard our great water-ways. In this connec

contract.

Every citizen of the State has an undoubted right to the benefits of the canals he is taxed to maintain. Any contract on the part of a railroad which deprives a citizen of the benefits resulting from free competition by the canals of the State is questionable, and is strongly urged to be against a wise public policy."

QUESTIONS OF SAFETY AND COMFORT. subjects of engineering and inspection, the report says, "have been given conscientious attention, and all that the time would allow, but with the multifarious duties imposed on the Board, much remains still to be done. When any serious defect was discovered it was immediately reported to the Board and by it to the railroad, with a recommendation to remedy the same, and a notice that a hearing would be given on the subject if desired. With re ard to the matter of inspecting and testing bridges the Board is of the opinion that a uniform system should be adopted. Unless a very much larger force of engineers is put at its disposal than at present, it will be impracticable to make such tests and inspectious that would insure perfectsafely. It is now proposed, however, to relieve railroads, or lead them to suppose they are relieved of the responsibility now resting upon them, in this respect. It would seem better to hold them to an undivided responsibility, and have the State inspection merely such as to see they had fuillled their duties. As a general rule, however, railroads adopt means which they believe will insure safety to travellers, but are sometimes slow to adopt these that conduce to comfort, particularly, nothing is more important. Proper ventilation can be secured, however, by any of the methods recommended by the Board in its circular No. 22. The principle consists simply in introducing through a sereen, cold fresh air from the outside into a small furnace at the end done. When any serious defect was discovered it was safety, nothing is more important. It is executed by the Board in its circular No. 22. The principle consists simply in introducing through a screen, cold fresh air from the outside into a small furnace at the end of the car, where it is leated to a moderate temperature and thence transmitted into the car through flues in the angle between the floor and sides, where the ordinary steam or hot-water pipes now run. The latter can be left as they now are (as on the Pennsylvania road), thus serving to keep the air warn during its transmission. In this way the air in the car is constantly changed, the fresh air coming in forcing the foul air out, a uniform temperature maintained, and a railway journey, instead of an irritating, thresome, unhealthful penance, becomes an invigorating and healthful recreation. Next in importance to fresh air, so far as the comfert of the traveller is concerned, comes freedom from dust, cinders and smoke. The proper ballasting of the road to a great extent does away with the first in ordinary weather. Freedom from cinders and smoke is a subject which has engaged the attention of railroads for a long time, entering, as it does, not only the question of comfort to travellers, but very largely that of economy in combustion. Cinders and smoke, it is needless to say, are simply unconsumed fuel. Anthractic or hard coal burns without smoke, but it emits a somewhat disagreeable gas, and is generally more expensive and difficult to manage, in many ways, than soft coal. Could the latter be entirely consumed it is doubtless a more desirable fuel than anthractic. "The Board believes the problem of complete combustion of coal has been solved in a device now in operation on the New-York and New-England Bailroad.

SAFETY OF LIFE AND PROPERTY.

SAFETY OF LIFE AND PROPERTY.

"The subject of better protection of life and property,

the report says, "has engaged much of the attention of the Board. Its short experience has satisfied the Board that an active exercise of supervision on the part of the State in this direction is essential. Unless the State enthat an active exercise of supervision on the part of the State in this direction is essential. Unless the State energetically insists upon the adoption by railroads of reasonable and practical safety appliances, they will run on in knorance of anything better than they have, until disasters and damages wake them up, and until sorrow and suffering are planted in homes never to leave them. It is not the heartlessness of managers which leads them to neglect the devising of greater safety so much as the myleiding pressure to make everything pey, under which they labor and stringgle to the extent of their capacity. It is here that the State can do good as well to the railroads as to the public. Its method must be to gather and condense correct information, and to compel universal acceptance of such practical measures of safety as can be found in actual, successful operation upon one or the other of the railroads in the State, having the regard always for the fact that no universal requirement should be made, which is not reasonably within the ability of all roads. Last september the Board made the following recommendations as to grade crossings: "I hat so far as practicable safety gates be creeted and properly tended by competent men at all grade crossings over highways and streets in cities or villages where a safe view of the track is prevented by curves or obstructions. That at bilind or obstructed highway crossings in the country, the railroad either remove the obstruction or station competent flagmen." In October the following recommendations were issued: "That at all grade crossings of steam railroads a signal be erected for both day and night use, and that it be regularly tended by competent men; that stop signs be erected and maintained at such crossings; that all trains on either road be required to come to a full stop before crossing, not more than five hundred feet, nor less than one hundred and fifty feet from the crossing, and thereforly to cross on signal, until an approved intralocking system of sign

by such legislation."

RECOMMENDATIONS BY THE BOARD.

The Board also submits to the Legislature a bill designed to secure uniform rules and regulations on all railroads, and gives a table showing that the meanings of signals vary widely on the different roads. A special report on

vary widely on the different roads. A special report on color blindness, by Dr. Edwin Hutchinson, is also submitted, but the Board does not at present deem it prident to attempt more than to "awaken the interest of railroads and the public in the subject."

During the year ended september 30, 1883, 322 persons were killed and 660 injured on the railroads on the State. The Board discusses the law of muster and servant as applied to railroad corporations, and says: "A change in the law would stimulate, railroads in this State to provide systematic and well-considered measures for the proper care of the injured man, and to see that after recovery he had such work as he could do. A burden new largely imposed upon and borne by the public would thus deplaced where it ought to rest, at least as between the public and the railroads."

The Board proposes several amendments to the railroad

Then the competitor clamors, and is given a lower were all returned by mail to-day. They were postmarked siil, as a peace offering. Now each oftentimes Albany.

ASSETS OF THE NORTH RIVER COMPANY,

SETILING ACCOUNTS WITH THE WEST SHORE-WILL THE SECOND TRACK BE COMPLETED! The assets of the North River Construction

Company have been placed in the custody of the Chan-cellor of New-Jersey, who appointed a receiver of the company late on Saturday night. They consist of 200,333 shares of the capital stock of the New-York, West Shore and Buffalo Railway Company and \$10,000,000 of second mortgage theome bonds of the same company, which were given to the construction company in part payment of its claims for building the oad. It is said that the construction company has expended on the work over \$5,000,000 in excess of the ontract price, but that the railroad company agreed to be responsible for any additional outlay which was made with its approval. The settlement of the accounts between the two companies, which have been practically under the same management, is likely to be the principal business of the receiver for some time.

" I certainly should not continue construction work at this season of the year" ex-Judge Ashbel Green, the re-ceiver, said yesterday afternoon; "but fortunately the road is already completed. Some time in the spring I may possibly a-k the court for instructions as to the com-

"and if our intention had been known before it had been carried out, there are powerful persons in New-Jersey who might have prevented its accomplishment. We wanted to preserve the rights of our stockholders, and there was, in our judgment, no other way of doing it. Of course the building of the road under the contract is suspended, but the road is virtually completed. There are short gaps between Syracuse and Buflalo where the double track has not been laid, but the whole distance is not over sevenly-flive miles. At the different stations the second track and the sidings have been laid according to the original plans. The road can handle easily all the businessit is likely to receive for a long time, and a prominent engineer who recently inspected the road told me that he would not acleise the expenditure of \$500,000 in the next five years. The line was more perfect, he said, than any new line he had ever been over. Vice-President Thomson, of the Pennsylvania Raliroad, has expressed a similar opinion. But absolutely to complete the road, we have test enough along the line to pay the cost. We will do it next spring if we are asked to do it."

The ten millions income bonds which were given to the construction company on Saturday night were paid on account. No price was fixed on the bonds, and the amount of the raliroad company's indebtedness to the building company has not been made public because it is not yet known. It was a question in Wall Street yesterday whether the unpaid bills of the construction company might not be enforced against the raliroad as mechanics' liens and consequently precede the first mortigate bonds. The effect was seen in the movement in the price of the bonds, which, opening at 58, decimed to 55% and closed at 55%. North River Construction stock, which is not "listed " at the Stock Exchange, opened at 10, and after advancing to 13½ closed at 12.

Justice Barrett appointed Mr. Green receivet of the property of the construction company in this State. This action was due to the suit of Ch

TALK OF PEACE IN THE PASSENGER WAR.

It was stated at the Commissioner's office yesterday that the difficulties between the trunk lines and the Iowa railroads were in process of adjustment, and a settlement was looked for to-day. The settlement, it made, would be on the basis of the circular letter of Assis tant-Commissioner Pierson December 10 last. This circular contained terms far less specific and comprehensive than those embraced in the memorandum submitted by Mr. Pierson at the recent Chicago meeting, which was rejected by the Chicago, Rhode Island and Pacific and the Chicago and Alton Ballroads. The latter restricted the western roads to the payment of commissions only to resular azents of the trunk lines; the substance of the for mer was a prohibition of commissions "that would be used upon the future interpretation of the language of this last agreement. The new negotiations have been conducted through General Manager McMuilin, of the Chicago and Alion: it is not known here how far Mr. McMuilin represented the Rock Island. Another doubtful point is whether the lower roads now working with the trunk lines will consent to a restriction of the tickets of the Rock Island and Alton miless these roads assent to the Chicago memorandum. The peace said to be in prospect represents a secession from the position taken by the trunk lines since the Chicago meeting. No change was made in passenger rates to the northwest yesterday. The Rock Island offices did a good business at the rates made by the trunk lines over the other lowaroutes, and through tickets of the West Shore issue were on sale. The Delaware, Lackawanna and Western issue had not yet been received. The Chicago and Alton, contrary to expectation, did not place its own issues on sale, but late in the day the through issues of the West Shore road were received at its office. The Lastern passenger agent of the Alton started last night for the West the Confer with the central management of the company. Nothing was known of the peace prospects at the Rock Island office, it was stated emphatically that if the Rock Island office, it was stated emphatically that if the Rock Island had assented to ware it was only on the terms which it had submitted to Mr. Pierson, and which had been rejected. upon the future interpretation of the language of this last

NEW-YORK CITY AND NORTHERN. At the annual meeting of the New-York City and Northern Bailroad Company, yesterday, the follow-ing directors were elected without opposition; R. M. Gallaway, José F. de Navarro, Charles F. Wolrishoffer, Gallaway, José F. de Navarro, Charles F. Wolrishoffer, George J. Ferrest, C. K. Garrison, Lowis May, J. P. Ken-nedy, R. C. Livingston, H. F. Dimock, A. F. de Navarro, Charles C. Leary, M. Ward and Joseph S. Stout. The only change in the board was the election of the younger Na-varro in the place of Andrew V. Stout, who has died since the preceding meeting. The receiver presented no report as to the condition of the company.

READING'S FINANCES AND PLANS.

MR. GOWEN'S REPORT ACCEPTED --- IMPORTANT MAT-TERS LEFT TO AN ADJOURNED MEETING.

Philadelphia, Jan. 14.—The annual meeting of the stockholders of the Philadelphia and Reading Railroad Company was held here this afternoon. E. S. Whelen presided. President Gowen read the annual report of the company for the last fiscal year. It shows a surplus of \$2,137,232, thus allowing 7 per cent on the preferred and 6 per cent on the common stock, with a bal-mee of \$57,634 applicable to the payment of the interest on the deferred bonds. The net profits for both the rail-road and coal compoules amount to \$15,385,842 out of which all rentals and interest accounts have been met leaving the surplus as stated above. Reference is made to the building of a road by the Baltimore and Obio from Baltimore to Philadelphia with, which it is expected the Reading will make connection via the Schuylkill River, cast and west side roads, which have recently been incorporated.

The report speaks of the great increase in authracite coal production, and predicts before long a demand equal

to the producing power of the property. The report closes with the recommendation of the Board of Managers for the creation of a collateral trust loan of \$12,000,000 at 5 per cent to pay off the floating debt, the income mortgage bonds, and to purchase outright the 50,000 shares of Jersey Central stock. The report adds that the trust loan will not increase the floating debt, but on the contrary will reduce the fixed charges. Resolutions were passed, accepting and adopting the report; indersing the contracts and engagements recommended with the various companies, the projects of construction, and the proposed collateral trust loom, and thanking the managers for their conduct of the affairs of the company during the year. Mr. Gowen advised, in view of the different opinions about declaring a dividend, that this question be left to the adjourned meeting, January 28.

Mr. Harkness presented a petition, extensively signed by influential men, hiviting Mr. Gowen to resume the presidency. Mr. Gowen objected to its consideration, as ne held proxies amounting to nearly aloneous that such account of the financial scheme outlined in the managers. Mr. Gowen sold the compliment.

Mr. Gowen sold the would offer a resolution at the adjoined meeting, proposing that upon the successful execution of the financial scheme outlined in the managers report, a dividend of 21 per cent on preferred stocks and 3 per cent on common be declared.

Officers were then elected as follows: President, George De B. Keim; managers, J. B. Lippincost, Henry Lewis, J. V. Williamson, Edward C. Kingnt, Joseph E. Altenws, Loring A. Robertson; treasurer, William A. Church; secretary, Albert Frester.

JERSEY CENTRAL AND THE TRUST LOAN.

The annual report shows that the business of the Jersey on the contrary will reduce the fixed charges. Resolutions

The annual report shows that the business of the Jersey Central Rairroad for the six months ending November 30, 1883, resulted in a net profit of \$633,482. These are 30, 1883, resulted in a net profit of \$633, 182. These are the most favorable months of the year; but no doubt is entertained of the ability of the company to carn an amount amply sufficient to pay the rental. Reference is made to the Diasmore suit, and the opinion is expressed that no danger need be apprehended from this attempt to set aside the lease. The funding operations of the company include the conversion of \$2,209,940 of old obligations into adjustment serip, \$2,379,290 into 5 per cent consols, first series, and \$1,089,588 into the second series. The company has also purchased deferred compon dollar serip, general mortgage and Perkiomen serip, and income mortgage bonds to the total amount of \$1,716,085.

The floating debt of the company has been increased for the completion of the shamokin, Sunbury and Lewis

\$1.716.085.

The floating debt of the company has been increased for the completion of the Shamokin, Sunbury and Lewisburg Railroad, \$1.750,000; for the purchase of coal lands, coal cars, etc., about \$1,290,000; for payments on purchase of Central Railroad Company's stock, \$510,000, making a total of floating debt on January 10, 1884, of \$6,754,291. In addition to this, there is due \$3.460,311 on the purchase of the 50,000 shares of Jersey Central stock. Of the income mortgage bonds to be redeemed out of the earlings of the company there are outstanding \$2,141,000. To meet these several obligations the managers recommend the creation of the \$12,000,000 collateral trust fund at five per cent interest, secured by Jersey Central stock, income mortgage bonds, and other collaterals, with a par value of \$18,934,000. The report says that for the past three years a dividend of seven per cent has been earned on the preferred stock.

With reference to dividends on the common stock the

MR. GREEN'S RECEIVERSHIP.

ASSETS OF THE NORTH RIVER COMPANY.

| Managers state there are difficulties in the way; but these will be surmounted by the negotiation of the proposed new collateral trust loan, and they submit to the share-holders the decision of the question, whether or not dividends shall be declared in case the loan is sold.

THE FORFEITURE OF LAND GRANTS.

ACTION BY THE HOUSE PUBLIC LANDS COMMITTEE -TEXAS PACIFIC GRANT.

WASHINGTON, Jan. 14 .- At a meeting of the House Committee on Public Lands to-day the chairman, Mr. Cobb, submitted a report declaring forfeited the land grants to the Gulf and Ship Island, the Tuscaloosa and Mobile, the Mobile and New-Orleans, the Elyton and Beard's Bluff, the Memphis and Charleston, the Savannah and Albany, the New-Orleans and State Line, and the Iron Mountain of Arkansas, companies that had not complied with the terms of the grants by building the roads The report was adopted and ordered to be presented to the House. Mr. Van Eaton, of Mississippl, read a dis senting opinion in the special case of the Gulf and Ship Island Railroad Company.

The question of the forfeiture of the Texas Pacific territorial land grant was taken up. Roger A. Pryor, on the part of the Southern Pacific Railroad Company, made an argument against the forfeiture. He contended, as a question of law, that Congress has no right to declare the proposed forfeiture—that being a judicial proceeding may possibly a-k the court for instructions as to the completing of the second track west of Syracuse, but that is a matter of the future. Just now I am in possession of the company's property, and my business for some time will be to adjust the accounts of the railroad and the construction companies."

General Winslow, president of the North River Construction Company, said that the purpose of the receivership was to protect the company's control of the West Shore road. "We wanted our own receiver," he adds, "and if our intention had been known before it had been carried out, there are powerful persons in New-Jersey who might have prevented its accomplishment. We wanted to preserve the rights of our stockholders, and there was, in our judgment, no other way of doing it. Of course the building of the road under the contract is suspended, but the road is virtually completed. There are short gaps between Syracuse and Buffalo where the double track has not been laid, but the whole distance is not over seventy-five miles. At the different stations the confined plane, he would not advise the expenditure of \$500,000 in that he would not advise the expenditure of \$500,000 in that he would not advise the expenditure of \$500,000 in that he would not advise the expenditure of \$500,000 in that the lands and argued, as a question of fact, that it would be an act of injustice to do so. The original grant to the Texas Pacific to do so. The original grant to the Texas Pacific to do so. The original grant to the Texas Pacific to do so. The original grant to the Texas Pacific to do so. The original grant to the Texas Pacific to do so. The original grant to the Texas Pacific to do so. The original grant to the Texas Pacific to do so. The original grant to the Texas Pacific to do so. The original grant to the Texas Pacific to do so. The original grant to the Texas Pacific to do so. The original grant to the Texas Pacific to do so. The original grant to the Texas Pacific to do so. The original grant to the Texas Pacific to do so. and argued, as a question of fact, that it would be an act

pliet with.

Mr. Pryor argued that the Southern Pacific Company, as the assign of the Texas Pacific, had fairly earned the lands and was entitled to them. Even if there had been no assignment at all and if it were an original question, he argued that in consonance with the policy of the Government since 1854 Congress should make this grant. He did not, however, put the claim of the Southern Pacific Company on any such ground, but on its legal right as an assign, and on its fathful performance of the work for which the land was granted.

TAKING TESTIMONY FOR DINSMORE.

STOCK IDENTIFIED AS BELONGING TO HIM-A LIST OF HOLDERS TO BE PREPARED.

IRY TELEGRAPH TO THE TRIBUNE. TRENTON Jan 14 - The taking of testimony in behalf of William B. Dinsmore, to have the lease of the Jersey Central to the Reading set aside, was begun this morning before Mr. Oliphant, Clerk of the United States Circuit Court. Barker Gunnmere and E. T. Green ap peared for Dinsmore and George M. Robeson, Chancellor Williamson, George R. Kaercher and A. G. Richey for the Reading. President H. S. Little, of the Central, was the only prominent railroad man present. Copies of the acts under which the various roads composing the Central were chartered, and of the records of the Court of Chancery in the matter of the Central receivership were put in evidence as exhibits.

Secretary J. W. Watson, of the Central, identified his signature and that of Vice President Kean on five 10 share certificates of stock Issued May 16, 1882, to Din more, and remaining in his name and possession evisince. Further evidence of the stock having been regitered at the Bank of Commerce, and its transfer frovarious New-York bankers and brokers, was introduced it was further arranged to secure a list of all the Centre stockholders, and the hearing was adjourned to Friday.

ELECTIONS OF OFFICERS.

PITTSBURG, Jan. 14 .- The annual meetings of the railroad companies having their headquarters here were held to-day. The elections resulted as follows: New-York, Pittsburg and Chicago-President, James S

Negley, Pittsburg; directors, W. S. Gurnee, D. L. Ford, Jr., Thomas Simpson, New-York; Charles Siedler, Jersey City; J. 8 Robinson, Kenton, Ohio; Henry Cassell Fredericktown, Ohlo; James S. Negley, jr., W. N. Riddle W. E. Schmertz, D. W. C. Carroll, H. E. Collins, H. T. Hanna, Pittsburg; J. F. Mansfield, Cannelton, Penn. New-Castle and Salamanea-President, James S. Neg-

ey; directors, Thomas P. Simpson, H. S. Gurnee, H. K. Schwenk, New-York; H. E. Collins, W. F. Ault, H. T. Hanna, J. S. Negley, Jr., J. H. McCreery, Richard Nevlas, Fittsburg; C. D. E. Clark, Jersey City; Thomas H. Wü-son, Brooklyn, N. Y. Fittsburg and Western-President, James Callery; old

Pitsburg and Western-President, James Callery; old oard re-elected. Pittsburg, McKeesport and Yonghiogheny-President, V. C. Quincy; directors, W. H. Vanderbilt, Cornelius Van-terbilt, James Tillinghast, J. H. Devereux, John Newell, Javid Hostettler, James J. Bennett, M. W. Watson and Jeant Hesen.

e, and Lake Eric-President, John Newell; di

PHILADELPHIA, Jan. 14.—The North Pennsylvania Roll road, Reading and Columbia Railroad, East Pennsylvania Railroad and a number of other companies leased, con-

trolled or operated by the Philadelphia and Readin Railroad Company, held their annual meetings to-day and elected officers for the ensuing year, The stockholders of the Buffalo, New-York and Philadelphia Railroad Company held their annual meeting this

afternoon and elected the following officers: President, G. Chinton Gardner; Directors, G. Clinton Gardner, C. H. Clark, E. A. Rollins, B. K. Jamison, J. W. Jones, Isaac N Seligman, E. F. Winslow, A. N. Martin, C. H. Allen, Bryce

Seligman, E. F. Winslow, A. N. Martin, C. H. Alien, Bryce Gray, E. L. Owen, B. C. Rumsey and P. P. Pratt. Mr. Gardner succeeds J. W. Jones as president of the company, and takes the place of E. P. Beals in the Board of Directors. Resolutions of regret at the retirement of President Jones were adopted.

The annual report, which was read, showed that the total carnings for the year ending September 30 had been \$2,703,128, and the expenses \$1,387,189, being an increase as compared with the previous year of \$11,370. The report says the gross receipts for the year would have been at least \$500,000 greater if the company had possessed adequate rolling stock, sidings and terminals.

The annual meeting of the stockholders of the Pennsylvania and New-York Canal and Railroad Company, which is controlled by the Lehigh Valley Railroad Company, was held this afternoon. The annual reports showed that the total earnings for the year were \$2,316,347, the oper-ating expenses \$1,355,026 and the net receipts \$961,821. The Lehigh and Lackawanna Railroad, Lehigh and Luzerne Coal Company, and other companies leased, operated or controlled by the Lehigh Coal and Navagation Company, held elections for officers to-day.

The Philadelphia and Lehigh Valley Railroad, the Sus-

quehanna and Clearfield Railroad, and other companie controlled or operated by the Pennsylvania Railroad Com-pany, held annual meetings to-day and elected officers for ning year.

Washington, Jan. 14.—The House Committee on Pacific Railroads this morning referred the bill by Mr. Anderson, proposing to award the Pacific Railroad Sinking Fund act so as to provide that the companies shall pay to the sinking fund annually an amount equal to one-tenth of the principal and interest due to the Govern-ment, and the resolution by Mr. Anderson requesting the Secretary of the Interior to inform the House of Repre-

HOUSE COMMITTEES ON PACIFIC ROADS.

sentatives whether the Union Pacific Company is in arrears in any respect, and if so, whether he has taken any Meser's Thompson, Jordan and Wilson. The resolution will be considered Monday next and the proposed amendwill be considered Monday next and the proposed amendment February 4. Several bills providing that land grant rollroad companies shall pay for the cost of surveying and selecting lands granted by Congress were referred to Messrs. Throckmorton, Crisp and Hanback, to be considered next Monday, Messrs, Cassday, Thompson and Wilson were appointed a sub-committee to consider Mr. Sunner's bill regulating freight rates on the Union Pacific and Central Pacific Railroads.

Mr. Anderson's bills providing for the adjustment of grants of land made by Congress to and in the construction of the Kansas Pacific and the Atchison, Topeka and Santa Fe, were referred to Messrs. Post, Millard and Dunham, and January 28 was named as a day for their consideration.

hird mortgage on the Pacific Railroad to C. K. Garrison, n favor of the plaintiffs who were judgment creditors. Sr. Louis, Jan. 14.-On application of the Central Trust Company, of New-York, Judge McCrary, of the United States Circuit Court, at Keokuk. Iowa, on Saturday appointed W. R. Woodard receiver of the Texas and St. Louis Narrow Gauge Railroad.

St. Thomas, Jan. 14 .- As soon as the weather will permit thirty-seven construction trains will be placed on the Canada Southern division of the Michigan Central Railway for the purpose of double tracking the entire line during the ensuing year.

OTTAWA, Jan. 14.-The Eric Railway Company has closed an agreement with the Canadian Pacific Railway and the Dominion Government whereby the agents of Atlantic steamship companies landing passen gers at New-York, shall be able to book the emigrants from Europe to the Canadian Northwest as cheaply as the lines by the way Montreal do.

LAWLESSNESS IN BOSTON.

SYSTEMATIC ASSAULTS AND HIGHWAY ROBBERY-THE POLICE CONDEMNED,

Boston, Jan. 14.-Within the past two weeks there has been an alarming frequency of bold and brutal assaults upon respectable citizens living within the Fourth Police Precinct, committed for the sole purpose of robbery, until now it is considered absolutely unsafe to walk the public highways between the Common and Doverst., either late at night or early in the morning. Three or four attacks have been made public, but twice that number of cases, it is said, have occurred, the facts of which have been suppressed by the police of Station No. not in the interest of justice so much, it is asserted, as to shield themselves from blame at their failure to prevent

to sheld themselves from blame at their failure to prevent or to detect and arrest the guilty parties.

A man residing in Charlestown was wayind by a gang Sunday morning, clubbed, robbed and left unconscious. The highwaymen next made their appearance on the Common, where J. G. B. McElroy, a lame compositor, was brutally assamled by three men. He was rendered insensible and robbed. Not long ago members of the Central Club, on Boylston-st., were degred separately by members of the gang and garroted and robbed. There is much indignation among the citizens at the inefficiency of the police.

JAMES NUTT BROUGHT TO TRIAL.

ATTENDANT CROWDS-THE JUDGE FORBIDS BOU-QUETS-A JURY SECURED.

PITTSBURG, Jan. 14.—The trial of James Nutt was begun before Judge Edwin Stone here this morning. The court room could not contain half of the crowd which sought admission. Pedlers haunted the building selling pamphlets which professed to give a history of the Before court opened Nutt was privately examined by Dr. Riggs, who will probably tes

Nutt was plainly dressed, and pleaded not guilty. During the forenoon a bouquet was lowered from gallery in front of him, but before it was unwrapped, the Judge announced that if this were some again he would ommit the person who brought the bouquet into the

commit the person who brought the bouquet into the court room.

The day was consumed in obtaining a jury, a panel of sixty and another of thirty being exhausted in the operation. The jury, as a whole, is considered an excellent one. The members are fine looking men. General Biakely, one of the counsel for the defence, said: "My work is done. It was my duty to see that a good jury was obtained. A schoolboy could conduct the defence with that jury and obtain an acquittal." The names of the jury and their occupations are as follows: David J. Enkins, steel worker; J. W. McCully, collector; William G. Lee, coal dealer; Thomas Fair, bricklayer: Thomas Graham, farmer; James Jenkins, engineer; Louis Emanuel, druggist; James Carson, plumber; Charles Grassel, merchant; Charles Havis, policeman; Robert D. Nicholson, clerk; John A. McGowan, steel smelter. In politics the jurymen are all Republicans, except McGowan, who is a Democrat.

Mrs Nutt, and her daughter Lizzle, have arrived here but were not present at the trial to-day.

Daniel Voorhees, of counsel for the defence, has not yet arrived.

RESULTS OF MR. CLARKE'S EXHIBITION.

!!The exhibition of Mr. T. B. Clarke' spictures, which closed on Sunday evening, has proved a remark-able success. Over 3,000 persons have visited the collection, and \$915 has been realized from the sale of tickets and catalogues. Thirty subscribers have contributed \$2,400 to the Prize Fund, making a total of \$3,315. The rent of the gallery was given by Messes. Sutton and Kirby After deducting all expenses, the sum of \$3,000 is left, three fifths of the total amount required, and this secure in two weeks. It is worth noting that on the last da in two weeks. It is worth noting that on the last days sunday, 200 people visited the exhibition, and the attend-ance throughout has been greater than at any exhi-ition held in this gallery. That there is a substantial ap-preciation of good American pietures on the part of the public accurs conclusively shown by the success of Mr. Clarke's exhibition.

THE MONEY MARKET.

SALES AT THE STOCK EXCHANGE. JANUARY 14, 1884. THE GENERAL LIST

| | Actual Sales. | | | Closing prices. | | | |
|--|---------------|----------|---|---------------------------------------|------------------------|-------------------------------|----------------------|
| | | | Low't | Final | - | - | Shares Sold |
| StL & Ppr | 23% | 30% | 1859 | 331/4 | 33% | 3 % 50 | 10 |
| Can Pacific | Dition | 56% | 50.34 | - DO 04 | 2.8 eV3 1 | 18.5 | 3,0 1,24 |
| an Southern | 831 | 89 4 | 24.4 | 24 | 2777 | HALL. | |
| an Southern lent of N J len Pacific | 6014 | 66% | | | 65% | tion to | 0,27 |
| & Aiton | 1.5 | 185 | 135 | 135 | 134 | 130 | 15 |
| en Pacitie & Aiton hic & N W do pref M & St P | 1174 | 117% | 110 | 1102 | 110-0 | 11078 | 9,21 |
| M & St P | 9274 | 1925 | 3035 | H93 | 895 | | |
| 'StP M & O | 32 | 32 | 29% | 20% | 2.14 | 2012 | 4,20 |
| do pref | 9219 | 924 | 11178 | 914 | 11114 | 9149 | 4,20 2,72 2,72 |
| HIA Poe | 117 | 117 | 1163 | 1164 | 116% | 12 18 117 | 40 |
| M & St P St P M & O do pref Bur & Q K I & Pac leve & Pitts Del, L, & W D, & H, Canal D, & Rio G | 139 | 130 | 130 | 139 | auera i | | 2104 |
| Del. L. & W | 1107 | 1105 | 11 | 110% | 11050 | 1105 | 35,00 |
| a & Rio G | 24 % | 24.14 | 100774 | 291 | 131 | 23% | 68 2,20 |
| O. & Rio G Hous & Texas. | 4929 | 4999 | 49% | 41112 | 48 | 133 | 3-467.73 |
| III. Cent | 1334 | 1.33 5 | 1133 | 133 | 1327 ₈ | 95% | 2513 |
| Ake Shore | 184 | 150 | 1834 | 954 185 454 | 174 | | 14,2 3 |
| ours & Nash | 46 | 4,034 | 4 4 | 45% | 454 | 45% | 8,627 |
| N Alb & C | ditta | 30% | 30 2 | 3012 | 41 | 31 42 | 8,622 100 300 |
| Manhattan | 16 | 16 | 16 | 16 | | | 2210 |
| Mem & Char | 35 | 30 | 85 | 35 | 360 | 3654 | 400 |
| Mercopolitan | 90 | 90 | 90 | 90 | | 3777 | 27119 |
| III. Cent L. & Shore L. E. & W. Louis & Nash L. N Alb & C. Manhattan Man Beach Mem & Char Metropolitan Mich Cen M & St L. | 191.54 | 141 | 90 90 16 | 16 | 811 143 | 17 | 2,80 |
| M 16 & T | 471.5 | 22 | 20% | 21 | 2017 | 21 | 3,30 11,75 |
| Mo. Pacitio | 90 | . 90 | 991. | 648.17 | N.M.3. | 8812 | 11,75 |
| Morris & Es | 1191 | 122 | 122 | 122 | $\frac{122}{112}$ | 1234 | 7,83 |
| NV CASIL DE | 1 11 | 193 | 1.725.04 | 184 | | 126.50 | 12 |
| Morris & Es N Y Cent N Y CestL pr N Y C StL pr N Y L E. & W N Y & N E N Y & N H N Y O & W Nor & West, pf Nor Pacitic on pref | 265 | 265 | 24.7 | 0.4 | 24.74 | 25 16 | 29. 0 |
| NY&NE | 154 | 15% | 176% | 100 | | | 29,00 82 |
| VYOAW | 12% | 1125 | | | 115 | 1134 | 3.34 |
| Nor & West, pf. | 597 | 397 | 311 12 | 394 | | | 2,22 |
| Nor Pacitie | 54% | 54°4 | 533 | 215 | | | |
| on prei | No. | 86 | #G | 5434 86 55 | 85% | 86 | - 00 |
| oo pref. NYL&W Or Imp. | 55 | 55 | 55 | 55 | 58% 85% 53 | 55 | 12.20 |
| Ohio Cen | 8 | 3 | 3 | 3 | 212 | 3 9 | 10 |
| Ohio Southern. | 944 | 241 | 2334 | 2819 | 23% | 24 | 60 |
|) R & N | 100 | 100 | 97 | 97 | | | 90 |
| Ore Trans | 3134 | 31% | 30% | 3113 | 3014 | 30% 14 | 16,83 |
| PD & Pond | 134 | 675 | 5 3 | 13 % 55 % | 55% | 7.43 | 12.30 |
| P P CALLO | 112 | 112 | 1087 | 1094 | 100 | 109 3 | 12,30 2,57 |
| R & W Pt | 2034 | 29% | 2014 | 2191 ₄ 141 ₂ | | 30 | 7 000 |
| toch & Pitts | 201 | 2040 | 2014 | 2012 | 2014 | 1;54 20 4034 9534 | 100 |
| t LAS Fort. | 4/174 | 40% | 404 | 40% | 4000 | 40% | |
| Ohio Cen thio Southern thio & Miss. I R & Miss. I R & N I'R Trains P D & F P I'R T F Roch & PHITS. St L & S F P I'L & S F P I' | 19534 | 19174 | 20 5 40 4 95 5 175 | 174 | 171 | | 3,60 |
| Inlan Pac | 76% | 7714 | 75% | 75% | | 75% | 55,410 |
| Wabash | 1818 | 1814 | 17% | 17% 28% | 15% | 18 | 700 |
| do pref | 30 | 121% | 20.40 | 1016 | | 287 | 3,900 3,900 |
| Sank & M. | 751 | 75% | 7.10 | 74 % | 761 40 | 193 | 43.73(3) |
| dams Exp | 130 2 | 130% | | 130 | 1.753 | 130 | 5: 10: 16: |
| m Express | 96 | 96 | 1344.40 | 94 19 | 951 _g 59 | 9742 | 100 |
| Express | 110 | 1104 | 1001 | 1103 | \$ 435 0 Lan | 62 112 417 ₈ | 70 |
| ac Mail | 43 | 43 | 417 | 4 2 2 | 41% | 417 _H | 2,71 |
| Union Pac Wabash do pref Bank & M W U Tel Adams Exp hm Express JS Express V& F Ex 'ac Mall pr M Cosl ol Cosl | 31 | 31 | 30% | 2517.74 | 260 44 | | 1,000 |
| of Coal | 15 | 15 | 15 | 15 | 12 | 15 | 100 |
| | | | 44 | 1 | *** | | 36,724 |
| Sales for the da | y | 1777 107 | ****** | | | | 100,144 |
| | | | | | days. | | |

GOVERNMENTS.

U.S. 4.8 Registered 12374 U.S. Currency 68 1898 10,000 U.S. 452 Registered 1891 U.S. Currency 68 1899 11434 U.S. Currency 68 1899 110,000 U.S. Currency 68 1899

BONDS AND BANK STOCKS. | Bank of Republic | Mo Pac 1st consol | 110,000 | 5,000 | 101½ | 20,000 | Atch Col & Pac 1st | Morris & Essex 1st | 40,000 | 20,000 | 02½ | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,000 | 126,0

| 5.6 | retreat companies saint buy for the cost of saireding | 2,000 | con | 120,100, | 1882 1883. |
|------|--|------------------------------------|-----------------------------------|---------------------------------------|---|
| У | and selecting lands granted by Congress were referred to | At & Pac Wnd 1st | 10,000 124 29 Met Elevated 1st | 40,000563e 100,000557e | 25-11 of Tourseller 4923 158 4921 17 The 471.171 |
| 5 | Messrs, Throckmorton, Crisp and Hanback, to be con- | 1,000 93 | 1,000 102% | 253,000 554 | Jan. 1 to Dec. 31 3,334,977 3,924,034 Inc. 589,957 |
| 3. | sidered next Monday. Messrs, Cassidy, Thompson and | Buti & Erie new | Mo K & Tex ge dis | 55,00055% | ELIZABETHTOWN, LEXINGTON AND BIG SANDY. |
| | Wilson were appointed a sub-committee to consider Mr. | 2,000 121 | 18,00081 | 150,000 5578 | Month of December \$47,090 \$02,095 Inc. \$5,605 |
| | Summer's bill regulating freight rates on the Union Pa- | Buff N Y & Erie | NY C&St L 1st | 109,00056 80.00056 ¹ g | Jan. 1 to Dec. 31 |
| SY | cific and Central Pacific Railroads. | 1st m 1916 5,000 132 | 90,000 101 4 9,000 101 4 | 61,000561 | ROCHESTEE AND PITTSEURG. |
| er l | Mr. Anderson's bills providing for the adjustment of grants of land made by Congress to aid in the construc- | Buff N Y & Phil lat | 10,000 101 3 | 10,000 6 564 | 1883, 1884. |
| re | tion of the Kansas Pacific and the Atchison, Topeka and | 5,000 974 | 8,000 101% | 15,00056% | |
| CAC. | Santa Fe, were referred to Messrs. Post, Millard and Dun- | Chi & Pitts cons | N Y Cent 1st Coup | 5,000564 | |
| ln | ham, and January 28 was named as a day for their con- | 8 F 1001 | 3,000 131 N Y Cent 1st m reg | 75,00056 106,000557a | FORT WORTH AND DENVER, First week in Jan \$6,200 \$5,600 Dec. \$600 |
| m | sideration. | 10,000 12832 Ch & N'west 8 F 58 | 40,000 130-4 | 111,00050 | Files mode and |
| 16 | | 3,00010332 | N Y Cent ext as | 30,000 55% | BURLINGTON, CEDAR RAPIDS AND NORTHERN. |
| 16 | THE PARTY OF THE PROPERTY OF THE PARTY OF TH | Chic & Northwes'n | 6,000 103 2 | 75,00056 | 1882, 1883, 1884 |
| 24 | THE NEW-ENGLAND SEEKS LEGISLATION. | deben 5s | NY & NE 1st 7s | 315,00056 a | Number of miles 589 689 713 |
| 15 | Boston, Jan. 14In the House to-day a pe- | 23,000,9334 | 10,000 100 N Y Lake E & W'n | 115,000 564 145,000 564 | First week in Jan \$55,998 \$53,396 \$35,502 |
| 01 | tition was received from the New-York and New-England | Central Pacific | New 2d con | 5,0005034 | RICHMOND AND DANVILLE. |
| 10 | tition was received from the New Tota and New Anglands | Gold Bonds | as,000 9014 | 55,000 56 a | Month of December 1882, 1883, |
| 12 | Rathroad Company asking for authority to issue the bal- | 3,000 111% | 40.000 | 220,00056 | Gross Earnings \$322,448 \$333,587 Inc. \$11,139 |
| Ti. | ance of its second mortgage bonds authorized by the acts | Ches & Ohio 1st | 20,000 894 | 30,0005634 | Operating Expenses 190,400 164,707 Dec. 25,693 |
| of. | of 1882 for the purpose of funding its present or future | Series B 1,00058 | 68,000 894 | 90,00056 | Net carpines \$132,048 \$165,880 Inc. \$30,832 |
| 101 | tedebradues or to issue preferred stock for the same bur- | Chic Bur & Quin | 10:000 | 15,000 557a | Net earnings \$132,048 \$168,880 Inc. \$36,832 |
| De | pose, and for any other legislation which may be needful | deb 58 | 15,000 | Northwest consol | |
| 51 | to enable said company to raise money for the uses of the | 3,000 9312 | 15,000 89% | Oregon Short L 6's | EUROPEAN FINANCIAL MARKETS. |
| al | road. | 7,000 78 129 | 15,000 89 8 | 26,0000 | Loxpox, Jan. 14-12:30 p. mAtlantic and Great Western |
| m | HARTFORD, Jan. 14.—Charles P. Clark, receiver of the | Ch, St L& N O bs | 9.000 5000 | 2,0009234 | First Mortgage Trustees Certificates, 48%, Eric, 27%, do. |
| 0, | New-York and New-England Railroad, has sent a petition | 20,000 105% | 5.000 | Ohio Southern inc | Second Consols, 93 to New York Central, 116 to Illinois Cetral, 1373, Reading, 23 to Mexican Ordinary, 56; Cana- |
| 10 | to the Connecticut Legislature asking for an abatement of | Ches & Ohio cur'cy | 80,00089 | Bich & Danville 6s | |
| | \$100,000 taxes due the State. | 5,000 48 Den & RioG 1st | 25,000 88% | 1,000 944 | 2 n. m - Paris advices agote Three Per Cent Renter at 19 |
| 100 | proofood maca due me rene | 8.000 108% | 25 (100) Sec. 96 | 2.000 03 | |
| 142 | | 10,00010812 | 10.000 188 2 | Rich & Dan Deben | 4. 0 p. m.—Bar silver is quoted at 50 13-16d per ounce Consols, 101 0-15 for money and 101% for the account; At- |
| n- | MISCELLANEOUS RAILWAY INTELLIGENCE. | 6011 | 25,00088% | 15,000 | |
| it- | St. Louis, Jan. 14Judge Thayer in the | 2,000 | 10,000 8812 | extended 5s | |
| y | St. Louis, Jan. 14Jungo runyer in the | 1.00071% | 10,000 85% | 1,000 67 | tral, 138; Mexican Ordinary, 60% Set Rentes at 76 france |
| it- | Circuit Court this morning, in the case of Nelson and | ETV& Galat | Fund coup 78 | Roch & Pitts 1st | 70 centimes for the account and Exchange on London at 25 |
| y a | others against the Pacific Railroad and the Missouri Pa- | 1,000117 | 5,000 126 North Pac 1st coup | 3,00010712 Son Pac of Cal 1st | |
| nt | cific Railroad, sustained the demurrer and dismissed the | H & Texas Cen 2d Main Line | 2,000102 | 20,000 108% | The amount of bullion withdrawn from the Bank of Lastant |
| w.e. | are see to was another the forestowned of the | 1.000 10712 | | | on balance to-day is £12,000. |
| ne , | I bitt. The suite was to set write the tolectorate or min. | | | · · · · · · · · · · · · · · · · · · · | |
| | | | | | |
| | | | | | |

5,000 ... 108 to 1.000 ... 102 to 1.000 2,000 93
coup 6s
1,000 103\(\gamma_2\)
Nash C & St L 1st
10,000 116\(\gamma_2\)
10,000 57\(\gamma_2\)
20,000 57\(\gamma_2\) 10,000 ... 125
Louisv & Nash
con 98
4,000 ... 119
Lehigh & Wilkesbr
con assented
1,000 ... 104
Louisjann consol con assented 1.000....104 ouisiana consol 5,000....751 Mo 6s 1886
1,000 ... 1042
M L 8 & W 1st
1,000 ... 100
Mil & S I Paul 1st
80 Min div
2,000 ... 10034
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7,000 ... 10034
0,000 ... 10034
Mineral Pt div
5,000 ... 1003
Mor & Es 7 s. 71
1,000 ... 12032
6,000 ... 12033
Muttal U Tel 6s
7,000 ... 80 Wabash gen mtg 6s 1,000......68

CLOSING PRICES OF BOSTON STOCKS.

| | BOSTON, Jan. 14, 1884. |
|--|---|
| Vester-lay. To-day. Water Power 2 2 24. Roston Land 57, 52, 53, 4 & Cop. 1st 7s 211 2 121 2 121 2 12 | Yesterlay, To-day N. Y. & N. Eng. 15% 15% |

CLOSING PRICES OF PHILADELPHIA STOCKS.

| Reported by JOHN H. D | avis & Co., 17 Wa | ll-at. | |
|--|-----------------------------------|--------|--|
| Bid. Asked. | | Bid. | Asked |
| City 6s, New 131 131 4; | North'n Cent RR. | 5912 | 6012 |
| United RR, N.J. 1955 19d Pennsy'va Rail'd, 58% 50 | Lehigh Nav. Buffalo, N. Y. and | | 3,010 |
| Reading 27% 27 15-16 | Pha., com | 9 | 914 |
| Reading, ren'l mt 90% 90% Lehigh Valley 68% 69 Catawissa, prof. 56 57 North Pac. com 24% 25 North'n Pac. prof. 53% 53% | Buff lo, N. Y. and Pha., pref | | 221 ₂ 17 181 ₂ |

MONDAY, Jan. 14-P. M.

To-day's stock market was weak from its opening its closing: it was a natural sequence to Saturday's late recovery, that was based upon the absolutely false reports then circulated by news agennes relative to sertlements of any of the pools of the shole country. The market opened with a steadiness which was imparted to it solely by the efforts of manipulation, but which was unequal to the task of holding prices in the face of the free offerings of stocks that followed, The business of the day was unusually well distributed. The transactions amount to 336,700 shares, and St. Paul and Union Pacific are the only two stocks that assumed an undue prominence in the dealings; those two together contributed 115,000 shares toward the total. As the leader, Union 'acific is worthy of first mention; it opened at 634, rose to 7714 and then declined to 7538@7558, but closed offered at 7512. St. Paul after 9214@ 9258 was pressed for sale at 8958@8934. Northwestern dropped from 1173s to 11534, and the Onahas were specially weak at declines of 25s and 1 per cent respectively for common and preferred stocks. Among the trunk lines Erie was down 134 to 247s. Central and Hudson was off 18 at 112, Lake Shore was down 1 at 9514, and Canada Southern was off 134 at 505s; Michigan Central, which still commanded 14@12 per cent or use, sold at 9158@90. The whole Southwestern ist was weak; the best of the lot, Missouri Pacific, yielded 13, to 884. The business done in the stocks of the Northern Pacific system was small, out their prices yielded in proportion to the numer of transactions there were. Western Union was off 1 per cent at 7458. The market closed weak.

Government bonds were dull but strong and the final bids for the 4s are 1s per cent higher. Annexed are the closing quotations:

| U.S. 45a1391, cou 1145, 1145, U.S. U.S. 4a1307, reg., 1235, 124, U.S. U.S. 4a1907, cou, 1235, 124, U.S. | cur. 6's, 1890, 1304, cur. 6's, 1897, 1325, cur. 6's, 1898, 1314, s.cur. 6's, 1899, 136, t. Col. 3-65a, 1134, |
|---|---|
|---|---|

State hands were as dull as usual: sales included small amounts of Louisiana Consuls at 711s, Virginia 6s, old. at 41, and Missouri 6s, 1886, at 10434. The business in City bank stock was covered by sales of Republic (85) at 12212.

The general business in railroad bonds was small and void of feature. But the aggressive movements against West Shore and Buffalo 5s were continued. Wall-st, has presented a good many curious features but it seldom has offered one that is more paradoxical than the fact that certain of the large speculators who were "bulls" on Denver and Rio Grande stock at 55 are pronounced and talkative "bears" on the first mortgage bonds of a railroad running from New-York and Buffalo at 57. A lack of appreciation of the effect of Saturday's arrangements, which establishes the West Shore 5s as an absolute first lien (a fact that never should have been doubted) on a road that has cost only \$1,000,000 or \$2,000,000 more than has been charged to the construction account of the Central and Hudson Railroad Company since the consolidation of the two old roads in 1869, and a lack of demand for any class of securities, made the bonds an easy prey to the continued attacks upon their price. From 58 at opening they declined to 55%; later fluctuations opening they declined to 55%; later fluctuations carried the price to 56%, that the closing was at 55% after recorded transactions of \$4,100,000. Erie second consols also were weak and declined to 88½,2883. Richmond and Danville firsts were off 1 per cent at 93, and the debentures were 1 per cent lower at 61. Central and Hudson consol 78 sold at 131½150½, and debenture 5s at 103½. Northwestern debenture 5s were down ½ at 93. Texas and Pacific incomes were off ¾ at 44¼, and firsts, Rio Grande division, were off 1¼ at 73.

The Sub-Treasury to-day lost on balance \$65,*325, made up by a coin loss of \$114,847, less a currency gain of \$49,522. The day's operations covered: Receipts, \$1,172,825; payments, \$1,238,150; currency balance, \$6,548,996; coin balance, \$115,329,986.

The local money market is unchanged; rates for call loans were 1½,22 per cent, with the bulk of business done at the lower rate.

The Clearing House statement to-day was as follows: Exchanges, \$135,075,303; balances, \$5,016,853.

The United States Treasury at Washington to-day received \$610,000 National Bank notes for redemption. The customs receipts were \$531,033, and the internal revenue receipts \$876,056.

The markets for foreign exchange developed a strong tone on a very moderate demand for bills, and rates were advanced twice during the day. We revise the quotations for business as follows: Bankers' bills, \$4.84 and \$4.87 for long and short sterling respectively; 5,20¼ and 5,17½ for francs; 94% and 95¼ for reichmarks; 40 and 40¼ for guilders.

In London British consols were weaker: for carried the price to 56%, but the closing was at

947s and 9514 for reichmarks; 40 and 4014 for guilders.

In London British consols were weaker: for money they were 1s lower at 1019-16 and for account were off 1-16 at 1014. No quotations for United States bonds have been received. American railways were dull, but so far as quoted show declines of from 1s to 7s per cent. The Bank of Fingland lost £12,000 bullion on balance. At Paris French 3 per cents were easier at 76,70, and sight exchange on London ruled at 25.18 francs to the pound.

RAILROAD EARNINGS.

RAILROAD EARNINGS.

| ROCHESTEE AND PITTSEURG. | 1883, 1884, 1884 | 1883, 1884 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 BURLINGTON, CEDAR RAPIDS AND NORTHERN.
1882. 1883. | Month of Decimender | 1882 | 1885 | 1845 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |